

Chinatown/International District Strategic Plan

Safe & Dynamic Public Spaces

Objective: active yet safe public spaces including parks, sidewalks, streets, alleyways, and parking lots.

Parks, public safety and pedestrian space are combined in this section because of the connections among the three areas. Work is already underway to implement recommendations related to parks and pedestrian improvements. Specific issues and problems include:

- Specific programming to deliberately activate the parks, especially Kobe Park, is needed to help bring more and diverse users, and alleviate some of the safety problems, such as loitering, assault, drug dealing (Map 7).
- Physical design to prevent crime needs to be emphasized, especially in parks, parking facilities, and alleyways (Map 8).
- Lack of sufficient police presence and resources to support the Community Action Partnership and the International District Emergency Center prohibit maximizing public safety efforts.
- Fan behavior, after stadium events, are risks for inappropriate public behavior, intoxication, public urination and littering.
- Most common crimes are assault, burglary, theft and auto theft. Issues: under-reporting of crime, lack of organized Resident Councils or block watch, and strategic foot patrols.
- Pedestrian safety is compromised by inadequate stop signs, crosswalk striping, especially in critical areas (Map 9).

- Significant portions of the community lack pedestrian amenities such as pedestrian street lighting, street trees, street furniture, informational kiosks that enhance the pedestrian environment. In some locations, dumpsters, overgrown bushes, broken tree grates and jutting sidewalk present additional safety hazards (Map 10).
- To increase customer base, target areas for pedestrian improvements include Jackson Street, Dearborn Street due to recent developments such as Village Square, Uwajimaya and Nikkei Manor, and 5th Avenue as a link between the neighborhood and developments to the west (Map 11).

The strategies in this area are grouped into the following clusters, each of which has one or more related actions. Together, the actions directly address the previously listed issues.

• Parks

- Maintenance
- Activating Parks
- New Open Space

• Public Safety

- Crime Prevention through Environmental Design
- Outreach and Services
- Police Presence
- Parking
- Event Days

• Pedestrian Circulation and Amenities

- Pedestrian Safety
- Pedestrian Amenities
- Key Corridors
- Key Nodes

Chinatown/International District Strategic Plan

Safe and Dynamic Public Spaces-- Recommended Actions

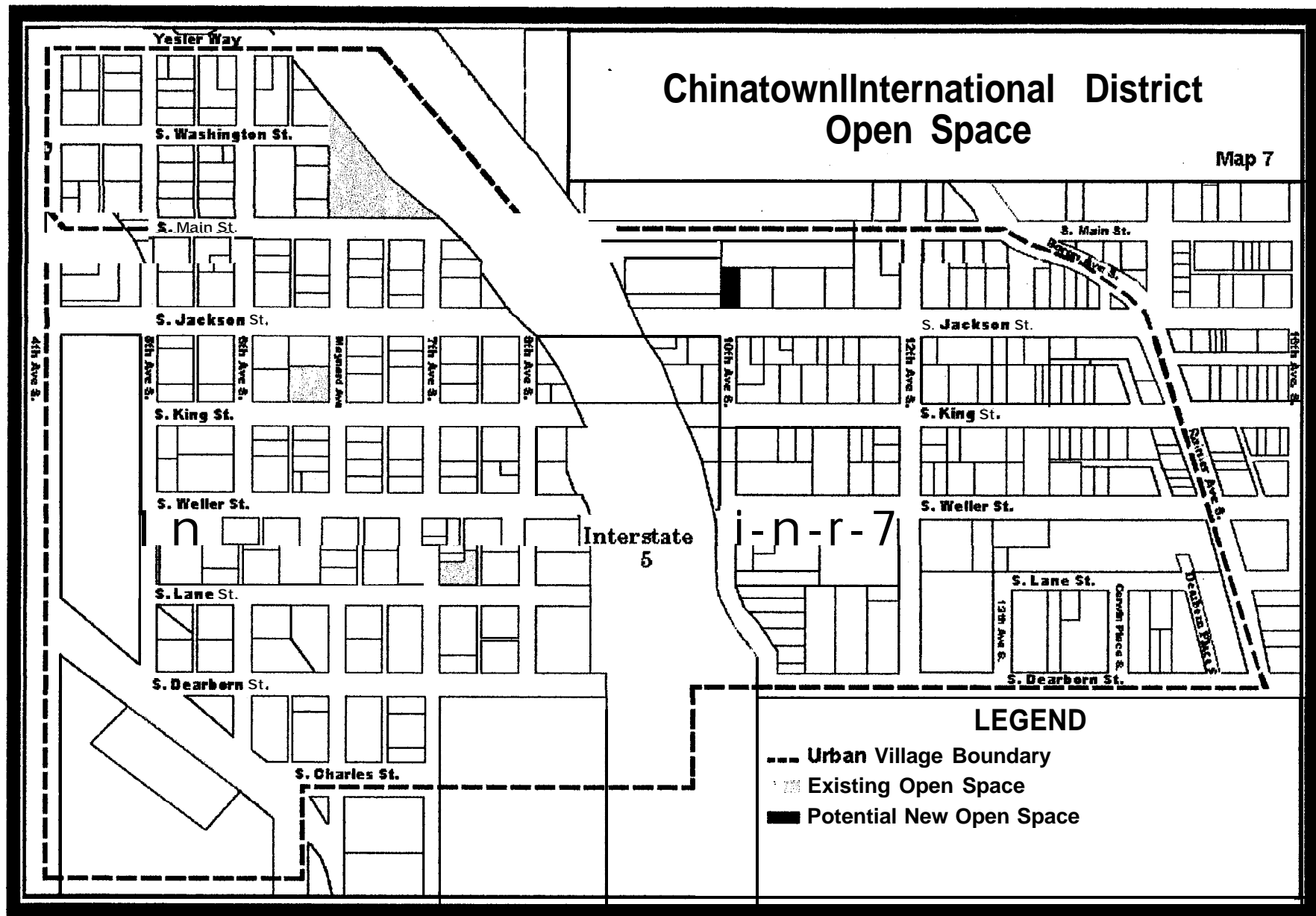
PARKS (Map 7)		
Action Strategy	Participants	Timing/Cost Est.
<ul style="list-style-type: none"> MAINTENANCE-work with Parks Dept. to complete maintenance at: <ul style="list-style-type: none"> Kobe Park-damaged stairs, pathways; pruning; lighting installation. Hing Hay--evening of brick surface; improving mural and kiosk; cleaning awning; re-painting work pagoda. Children's Park-new and safer play equipment. Danny Woo Gardens-tree pruning; alternative retaining wall. 	<ul style="list-style-type: none"> Parks Department, CAP, InterIm, Han II Restaurant, Seattle Art Commission. 	<ul style="list-style-type: none"> ongoing
<ul style="list-style-type: none"> ACTIVATING PARKS-encouraging more frequent, dynamic use of parks by developing specific programs and elements helps-to improve parks safety. <ul style="list-style-type: none"> coordinate a year-long activities program for parks that could include summer barbecues, cultural events, community clean-up days, youth programs, senior exercise in Hing Hay, gardening workshops at Danny Woo, etc. install checkers/chess tables in Hing Hay Park (Figure 2 1). 	<ul style="list-style-type: none"> CAP, InterIm, Chong Wah Association, BIA, Parks Dept, CISC. 	<ul style="list-style-type: none"> 1-2 years
<ul style="list-style-type: none"> NEW OPEN SPACE-potential locations include: <ul style="list-style-type: none"> vacant parcel on Jackson east of I-5, next to Asian Plaza work with Review Board to see about promoting urban rooftop gardens in new developments. 	<ul style="list-style-type: none"> InterIm, Little Saigon BDA, International District Special Review District Board. 	<ul style="list-style-type: none"> 1-2 years

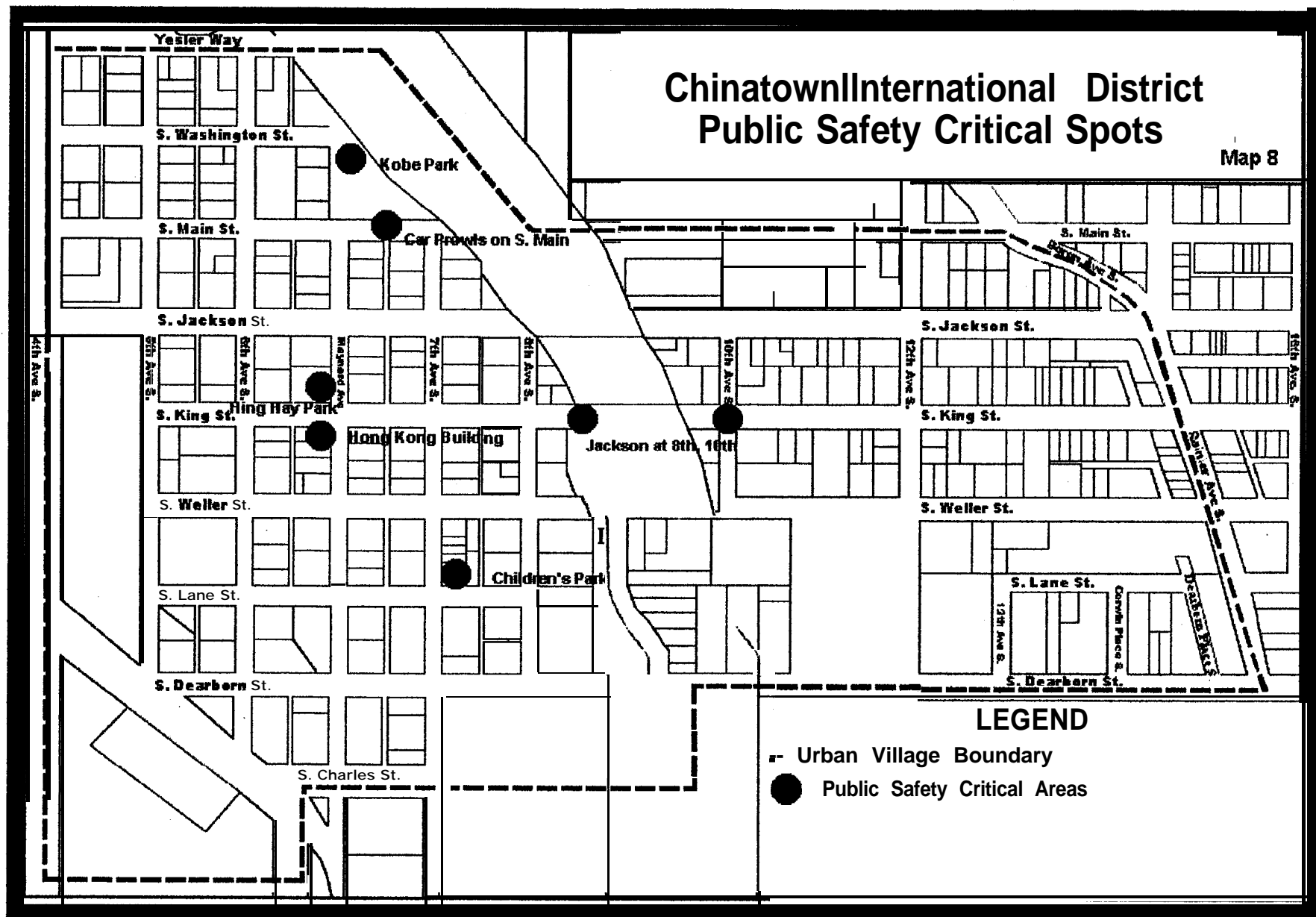
PUBLIC SAFETY (Map 8)		
Action Strategy	Participants	Timing/Cost Est.
<ul style="list-style-type: none"> CPTED, Crime Prevention through Environmental Design—explicitly require and review for safety/security in design of new developments. 	<ul style="list-style-type: none"> International District Special Review Board, DCLU, SPD. 	<ul style="list-style-type: none"> 1-2 years
<ul style="list-style-type: none"> OUTREACH and SERVICES <ul style="list-style-type: none"> coordinate a year-long outreach program to building managers & residents on major public health and safety topics (drugs, emergencies, crime reporting, car prowls, theft, assault, pedestrian safety). leverage various funds to expand CAP and IDEC resources for staff, outreach and programming. 	<ul style="list-style-type: none"> CAP, InterIm, First and Goal, IDHSS. 	<ul style="list-style-type: none"> ongoing

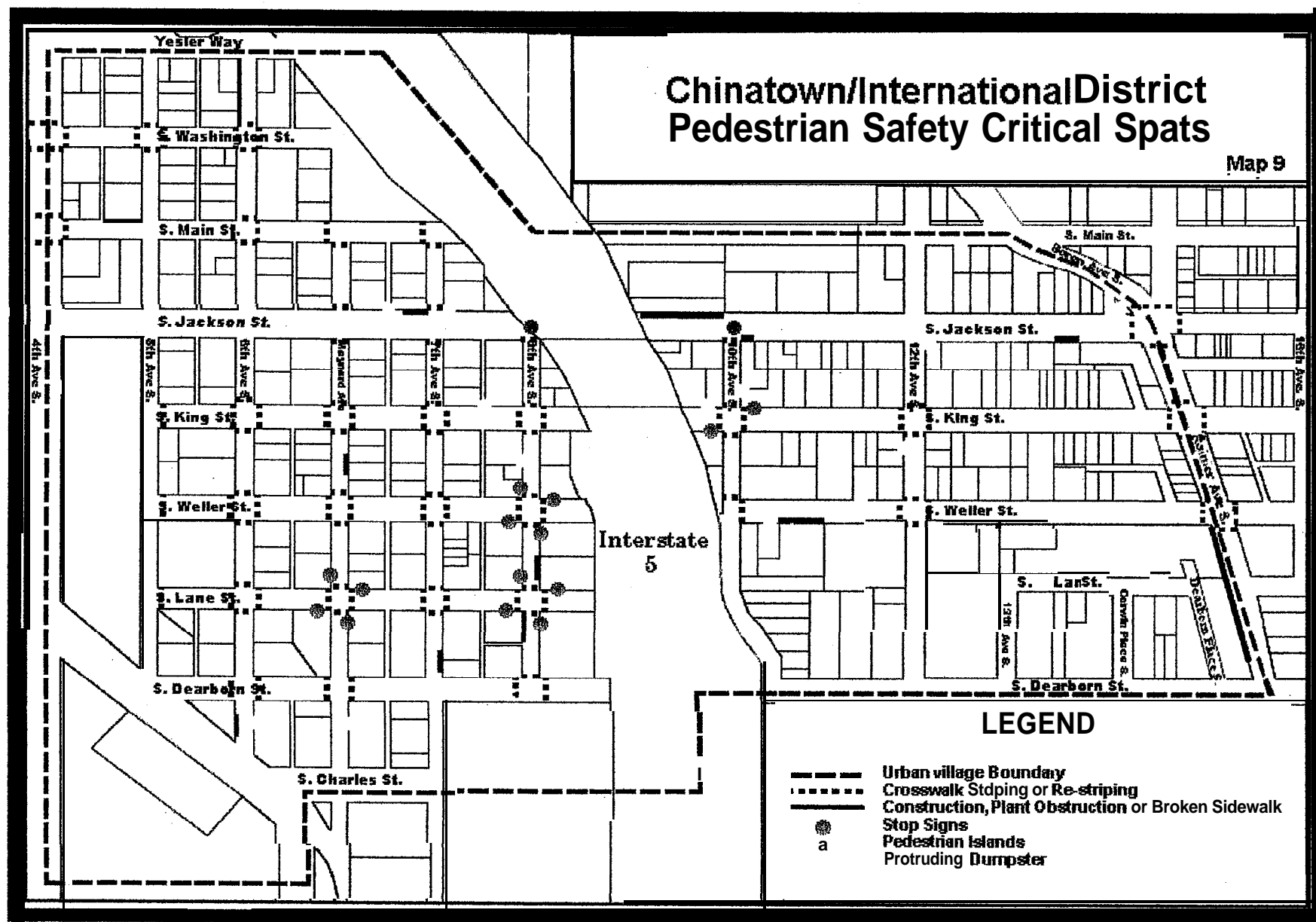
<ul style="list-style-type: none"> • greater marketing/promotion of current Escort Service. • offer support for the Stay Out of Parks Ordinance-Parks Exclusion Act. 		
POLICE PRESENCE <ul style="list-style-type: none"> • lobby City Council and SPD for greater police presence. • identify strategic routes for foot beat officers, especially on fringes. • unify police precincts between Little Saigon and core Chinatown/ID. 	<ul style="list-style-type: none"> • CAP, community, Little Saigon BDA. 	<ul style="list-style-type: none"> • 1-2 years
<ul style="list-style-type: none"> • PARKING-work with local parking operators to: <ul style="list-style-type: none"> • add lighting to dark surface lots where needed and work with developer of any new parking facility to ensure appropriate safety design. • increase outreach on auto security to parkers, including signage, flyers. 	<ul style="list-style-type: none"> • Merchants Parking Association, InterIm, Nitze-Stagen. 	<ul style="list-style-type: none"> • 1-2 years
<ul style="list-style-type: none"> • EVENT DAYS-work with football, baseball and SPD to: <ul style="list-style-type: none"> • provide event day extra clean-ups. • add officers for traffic/crowd control and basic foot patrol duties. 	<ul style="list-style-type: none"> • InterIm, football, baseball, CAP. 	<ul style="list-style-type: none"> • 1-2 years

PEDESTRIAN CIRCULATION & AMENITIES		
Action Strategy	Participants	Timing/Cost Est.
<ul style="list-style-type: none"> • PEDESTRIAN SAFETY (Map 9) <ul style="list-style-type: none"> • improvements including crosswalk striping, stop signs, and pedestrian refuge islands need to be installed at identified locations immediately. • review sidewalks for tipping hazards. 	<ul style="list-style-type: none"> • SeaTran, InterIm, CAP 	<ul style="list-style-type: none"> • ASAP
<ul style="list-style-type: none"> • PEDESTRIAN AMENITIES (Map 10) installed at strategic locations include: <ul style="list-style-type: none"> • pedestrian street lighting • wayfinding system using informational kiosks (Figure 20) • benches and other street furniture • improved trash cans • public art (including on bus shelters) • street trees and grate fillers • trimming overgrown bushes • yearly chemical spraying to eliminate weeds • re-positioning dumpsters protruding onto sidewalk • Give priority to key corridors and nodes below to gain maximum effect. 	<ul style="list-style-type: none"> • various participants for different elements including: InterIm, baseball PFD, SeaTran, BIA, Metro Mural Program, Seattle Arts Commission, Review Board for approvals, First and Goal, Parks Dept, property owners, Little Saigon BDA. 	<ul style="list-style-type: none"> • 2-3 years

<ul style="list-style-type: none"> • KEY CORRIDORS (Map 1 I)-The following key corridors will benefit from specific installations including: <ul style="list-style-type: none"> • JACKSON ST. <ul style="list-style-type: none"> • re-stripe to three lane configuration to calm traffic. • continue holiday tree lighting. • move bus shelters/stops further away from intersection at 12th. • work with business owners to promote parking at freeway lot. • look at possible additions for on-street parking east of I-S. • public art on underside of freeway (Figure 22). • gateway element near Jackson and 4th or 5th; strong entryway as part of King Street Station area improvements. • 2 informational kiosks: Jackson & I-5, Jackson & 12th. • DEARBORN STREET <ul style="list-style-type: none"> • gateway treatment on street surface at Dearborn and 6th, 8th. • adding transit service for residents and employees from new area developments. • 5th AVENUE <ul style="list-style-type: none"> • work with Nitze-Stagen to continue pedestrian streetscape from Weller Street ped bridge east into ID. • support development of pedestrian activity node at Uwajimaya Plaza. • install two informational kiosks: 5th & Jackson, 5th & Lane. 	<ul style="list-style-type: none"> • same participants as above. 	<ul style="list-style-type: none"> • 2-3 years
<ul style="list-style-type: none"> • KEY NODES at King & Maynard, 8th & Lane, 5th & Washington, each include an informational kiosk, additional ped street lights, trash cans, benches and trees. 	<ul style="list-style-type: none"> • same participants as above. 	<ul style="list-style-type: none"> • 2-3 years

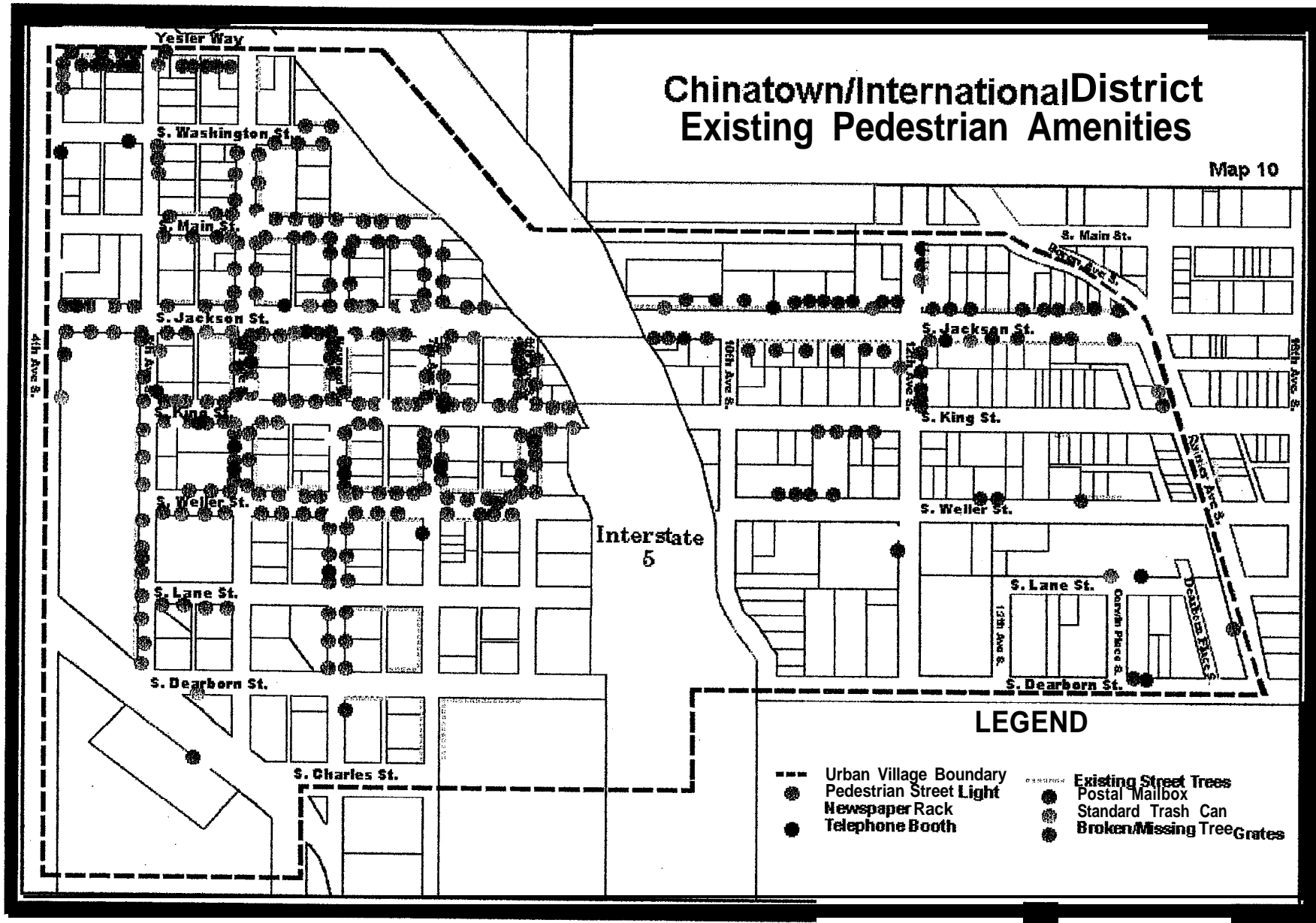






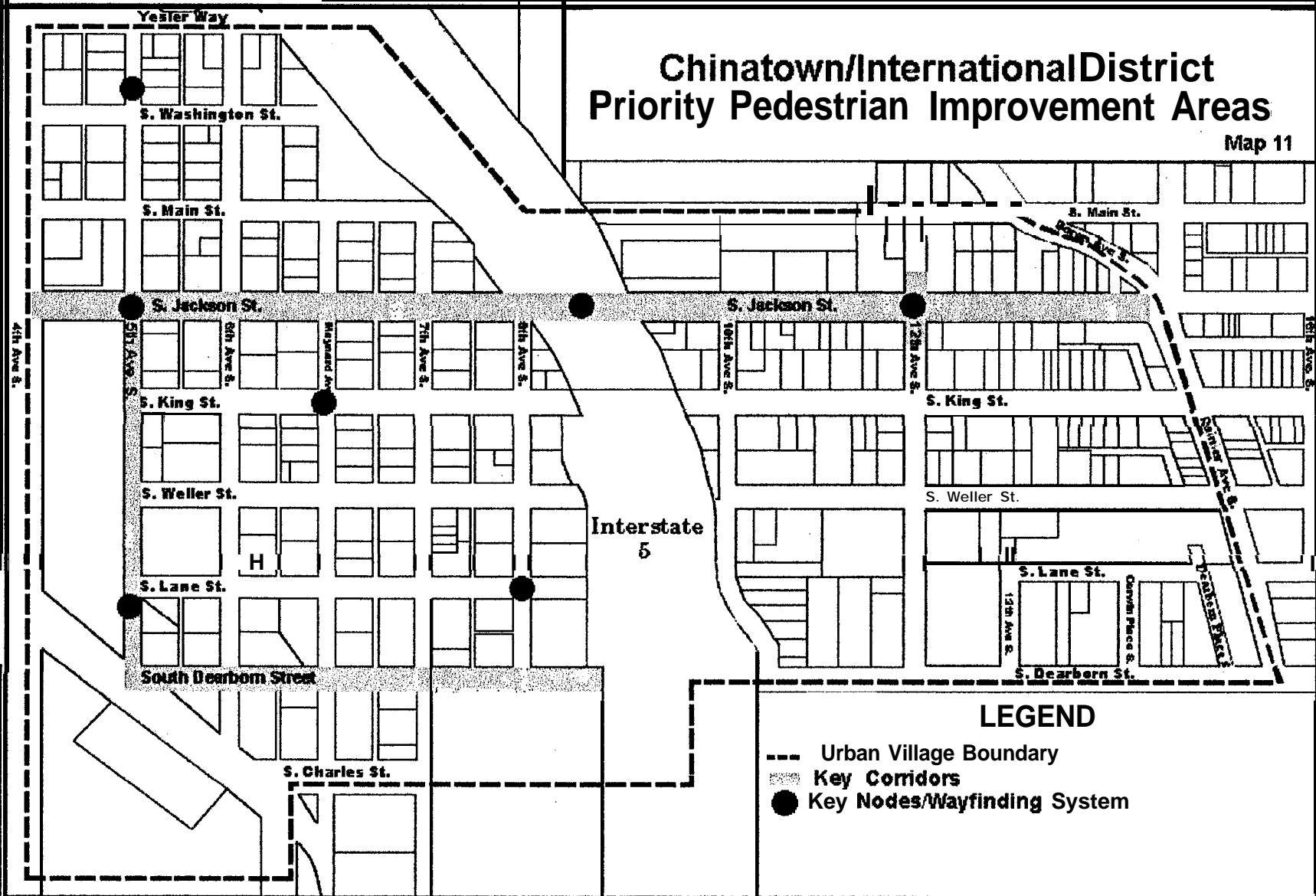
Chinatown/International District Existing Pedestrian Amenities

Map 10



Chinatown/International District Priority Pedestrian Improvement Areas

Map 11



Examples of Pedestrian Improvements

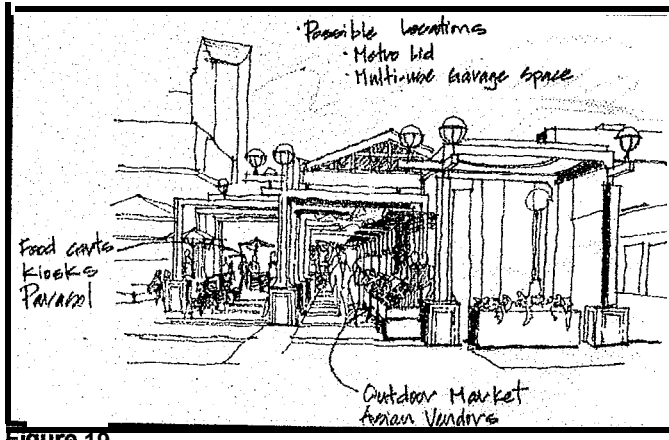


Figure 19



Figure 20 Neighborhood Informational Kiosk

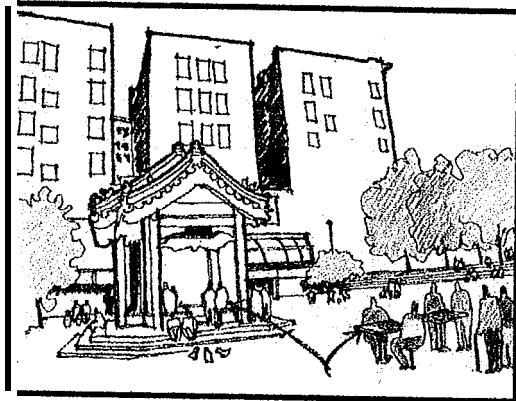


Figure 21 Outdoor Park Activities/Chess Table

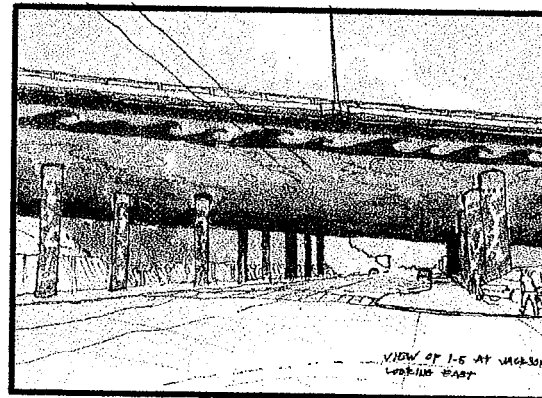


Figure 22 Public Art on Freeway Overpass

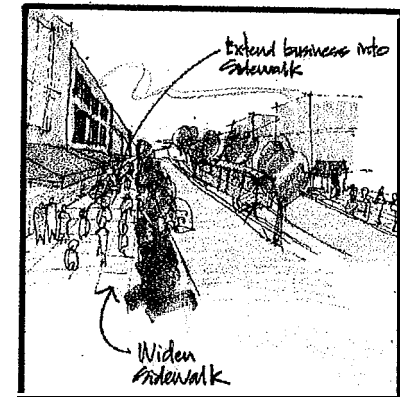


Figure 23 Sidewalk Vendors

Accessibility

Objective: accessibility both within as well as to the neighborhood for all transportation modes, while encouraging less dependence on cars and greater use of transit, bikes, and walking.

Autos (Map 12):

- Traffic congestion hot spots are: 12th and Jackson, 12th/Rainier/Boren, Dearborn/Rainier, and King/S”.
- Alleyways, especially Canton and Maynard, the two “living alleys” present dangers at car/pedestrian encounters.
- Truck loading at Maynard/Jackson and King/8th create traffic flow problems.

Transit (Map 13):

- Current ride free zone boundary leads commuters to use stop at Jackson/8th, an accident-prone area, and does not encourage customer filtration through the core.
- Inadequate service on routes 7, 14 and 36.
- Circulator route within the neighborhood would facilitate movement of residents, especially the elderly.
- Lack of bus tunnel access in evenings inhibits night-time pedestrian activity and customer patronage.
- Several bus shelters crowd intersections and worsen congestion.
- Chinese/Vietnamese time tables on key routes are needed.
- Lack of bus shelters and/or bus zone lighting at some locations.

Bicycles (Map 14):

- Fading bike lane on Dearborn.
- Bicyclists primarily pass by the neighborhood on Jackson or Dearborn, but rarely stop to shop, dine or visit, partly because bicycle racks are not available.

Parking (Maps 15, 16, 17 and Figures 26, 27):

- Shortage of short-term parking, especially at noon peak, for customers. Surface lots are priced higher relative to meters, so are under-used. Obsolete loading zones, segments of unrestricted parking, and street sections with no parking allowed offer potential for additional on-street parking.
- A community parking facility is strongly desired by the community.
- Lack of **signage** directing drivers to parking.
- Parking violations on event days are common because fines are minimal relative to the average cost of off-street event parking.
- Parking for residents could be more widely promoted.
- Factors in future parking demand: employment growth, especially from Union Station; retail/commercial growth will lead to increase in short-term parking demand. Forecast utilization of on-street parking is 90% on weekday evenings, 88% on weekend afternoons.

The strategies in this area are grouped into four clusters.

• **Autos**

• **Transit**

- Ride Free Zone
- Service Routing
- Spot Improvements

• **Bicycles**

• **Parking**

- On-Street Parking
- Off-Street Parking
- Residential Parking
- Parking Enforcement

Accessibility-- Recommended Actions

AUTOS (Map 12)		
Action Strategy	Participants	Timing/Cost Est.
<ul style="list-style-type: none"> Work with SeaTran to modify traffic signal at 12th/Jackson and to find solutions for other congestion areas: 12th/Rainier/Boren, Dearborn/Rainier, King/S”. 	<ul style="list-style-type: none"> SeaTran, InterIm, Little Saigon BDA, Uwajimaya. 	<ul style="list-style-type: none"> 1-2 years
<ul style="list-style-type: none"> Work with SeaTran to develop signage at exit/entrances to alleyways, and partial speed bumps and/or reflectors to help slow down and increase visibility of traffic. 	<ul style="list-style-type: none"> SeaTran, InterIm. 	<ul style="list-style-type: none"> 1-2 years
<ul style="list-style-type: none"> Work with business owners at Maynard/Jackson and King/8th to find alternative truck loading locations. 	<ul style="list-style-type: none"> BIA, InterIm, SeaTran. 	<ul style="list-style-type: none"> 1 year

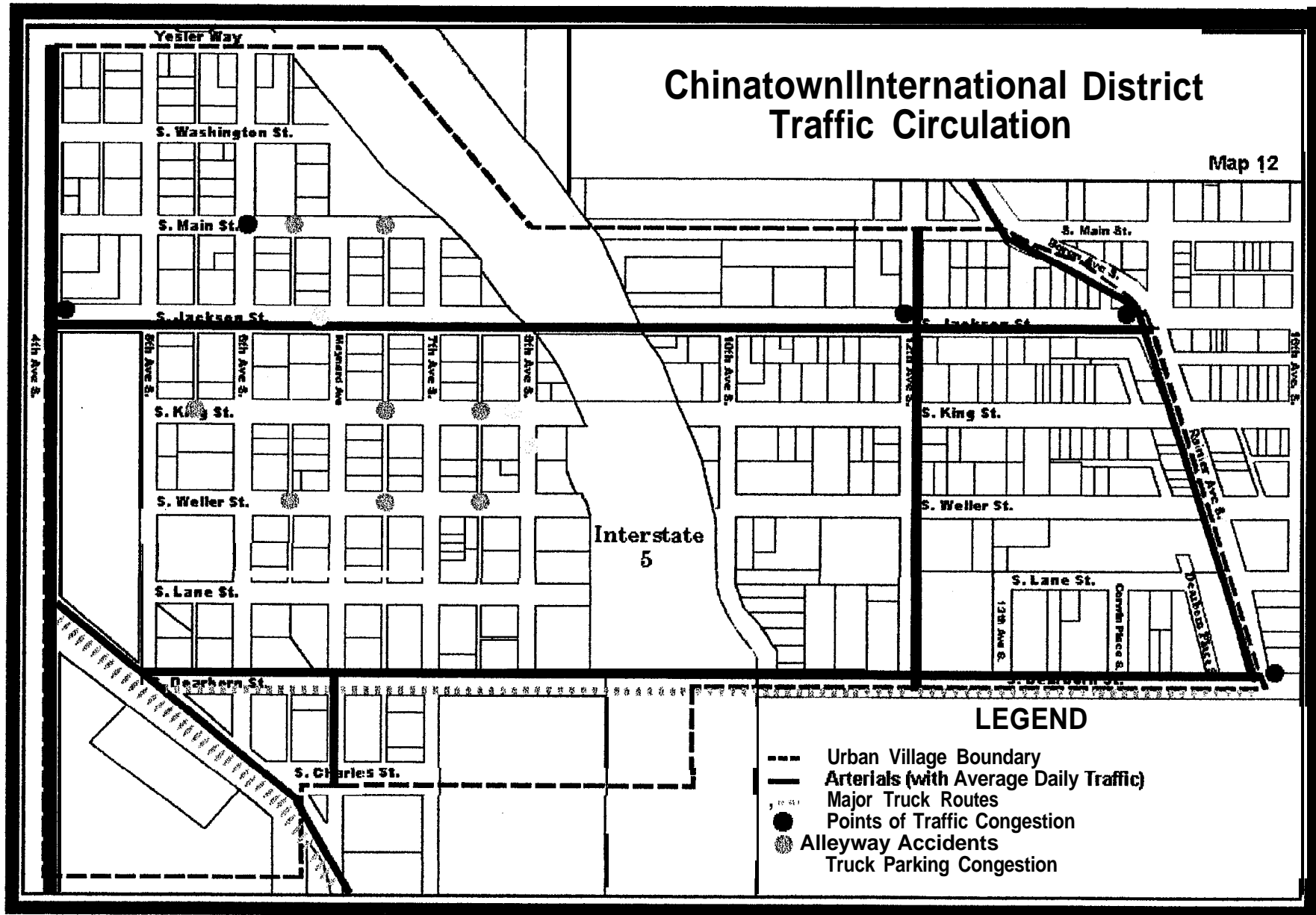
TRANSIT (Map 13)		
Action Strategy	Participants	Timing/Cost Est.
<ul style="list-style-type: none"> RIDE FREE ZONE-Work with Metro to evaluate the merit of extending boundaries of ride free zone east to Rainier, south to Dearborn. 	<ul style="list-style-type: none"> Metro, InterIm 	<ul style="list-style-type: none"> 1-2 years
<ul style="list-style-type: none"> SERVICE ROUTING for both Metro and future RTA improvements should maximize service to residents, customers and employees in the ID: <ul style="list-style-type: none"> align RTA light rail along Rainier/Dearborn and include a station between I-90/Rainier and ID tunnel stations. extend tunnel route south on 5th to King or Weller. increase service on routes 7, 14 and 36. re-open previous discussion to implement a circulator route within ID. 	<ul style="list-style-type: none"> Metro, RTA, InterIm, Merchants Parking/Transia. 	<ul style="list-style-type: none"> 1-3 years
<ul style="list-style-type: none"> SPOT IMPROVEMENTS <ul style="list-style-type: none"> install bus zone lighting at particularly dark bus stops. move bus stop further south on 4th to provide a longer right-turn lane leading up to Jackson. offer time tables for routes 7, 9, 14, 36, 42 & 60 in Chinese and Vietnamese. install shelters at bus stops currently lacking, and include info maps on ID. 	<ul style="list-style-type: none"> Metro, InterIm 	<ul style="list-style-type: none"> 1-2 years

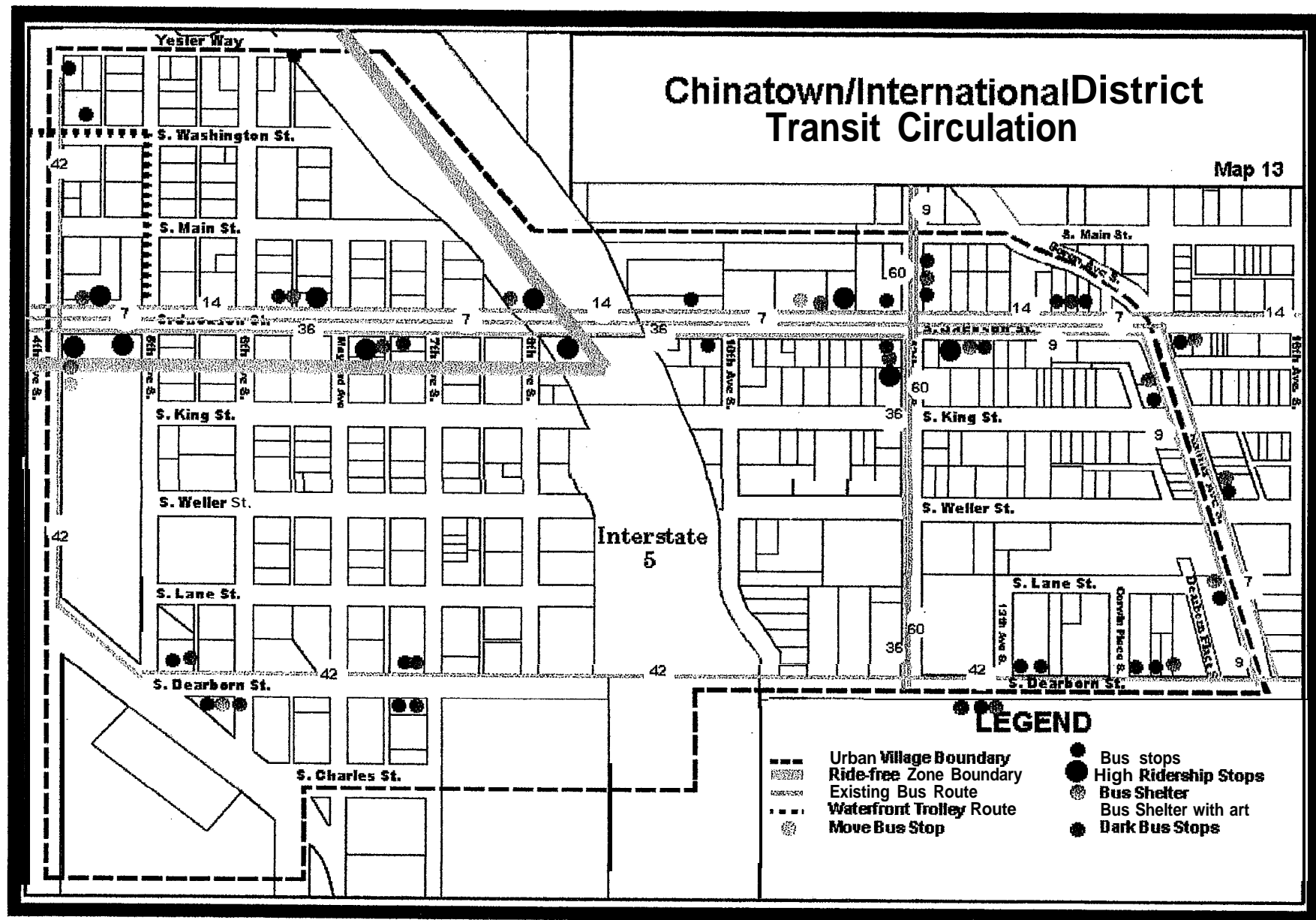
BICYCLES (Map 14)		
Action Strategy	Participants	Timing/Cost Est.
<ul style="list-style-type: none"> Re-stripe bike lane on Dearborn. 	<ul style="list-style-type: none"> SeaTran Bike Improvement Pgm 	<ul style="list-style-type: none"> 1 year
<ul style="list-style-type: none"> Provide bike amenities to encourage short-term visits within ID-bike racks along 6th, Maynard +/- 7th, install in highly visible places, near door entrances, etc. 	<ul style="list-style-type: none"> SeaTran Bike Improvement Pgm 	<ul style="list-style-type: none"> 1-2 years

PARKING		
Action Strategy	Participants	Timing/Cost Est.
<ul style="list-style-type: none"> ON-STREET PARKING (Map 15, 16)—Take all opportunities to maximize on-street short-term parking: <ul style="list-style-type: none"> work with SeaTran to convert obsolete loading zones to short-term parking. work with SeaTran to add on-street parking (possibly angled) along segments of Jackson, Dearborn, 4th, 12th, Boren and Rainier where feasible. convert free parking areas to timed 2-hour signs or 2-hour or less meters. expand meter district to 12th and Dearborn. outreach to business owners to discourage usage of on-street parking as long-term parking by owners and employees. 	<ul style="list-style-type: none"> SeaTran, BIA, Merchants, InterIm. 	<ul style="list-style-type: none"> 1-2 years
<ul style="list-style-type: none"> OFF-STREET PARKING (Map 17) should offer more short-term use. <ul style="list-style-type: none"> develop community parking facility (Figures 24 and 25). shift surface lot pricing to compete with meters. continue community parking validation program. install signs directing visitors to off-street parking, especially during events. coordinate with owners of lots 14, 17, 43, 54 and 77, totaling 98 spaces, with potential for daytime short-term parking. 	<ul style="list-style-type: none"> InterIm, ID Forum, Merchants Parking Association, other parking operators, BIA, PFD, City of Seattle, WSDOT. 	<ul style="list-style-type: none"> ongoing
<ul style="list-style-type: none"> RESIDENTIAL PARKING <ul style="list-style-type: none"> expand and promote residential monthly parking program. expand program to sell daily parking passes for resident visitors. 	<ul style="list-style-type: none"> InterIm, Merchants, BIA. 	<ul style="list-style-type: none"> 1-2 years
<ul style="list-style-type: none"> PARKING ENFORCEMENT <ul style="list-style-type: none"> increased parking enforcement and higher fines on event days. increase enforcement in on-street loading zone and alley at Theatre Off-Jackson. 	<ul style="list-style-type: none"> NWAAT, InterIm, Seattle Parking Enforcement, First and Goal. 	<ul style="list-style-type: none"> 1 year

Chinatown/International District Traffic Circulation

Map 12





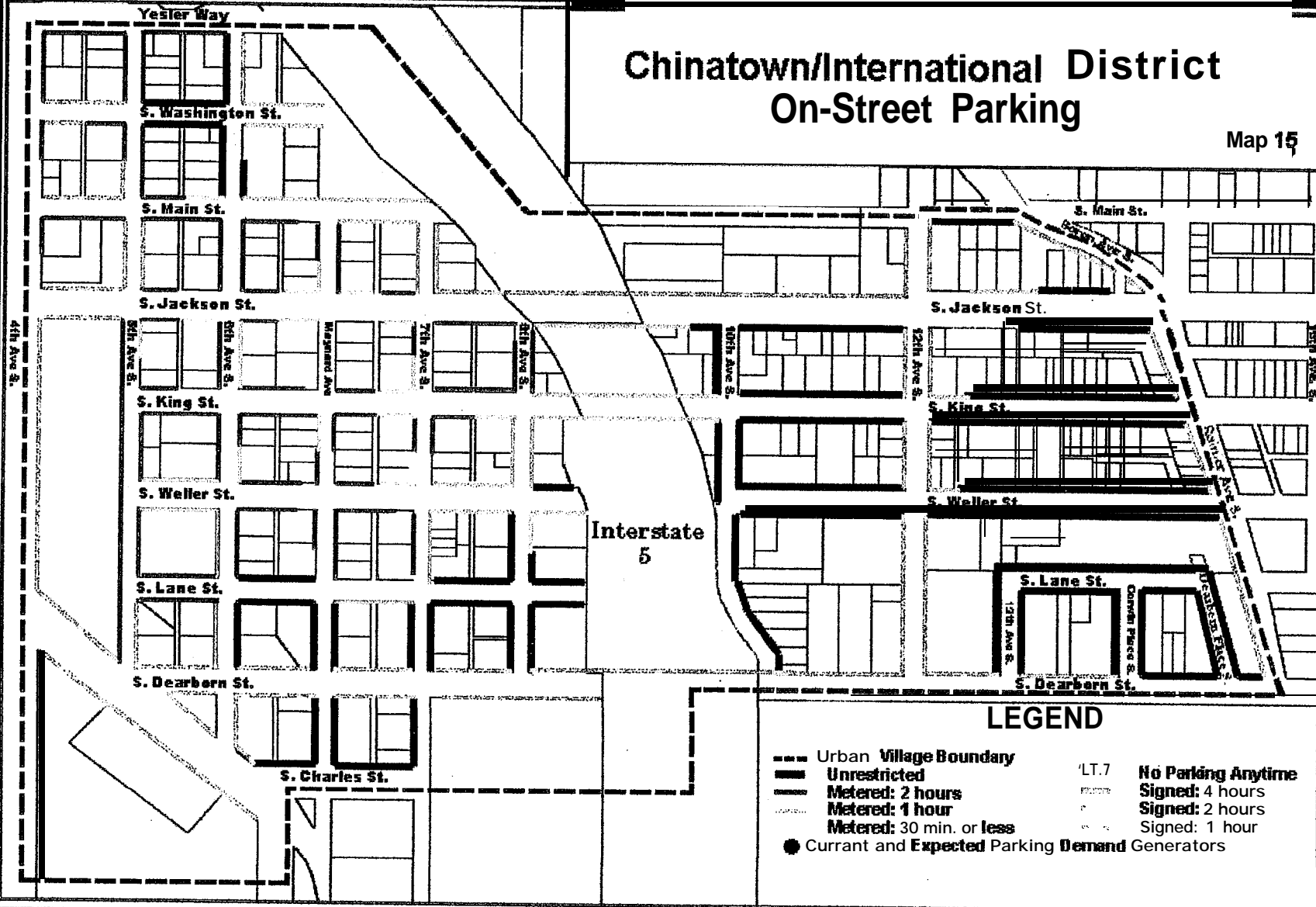
Chinatown International District Bicycle Circulation

Map 14



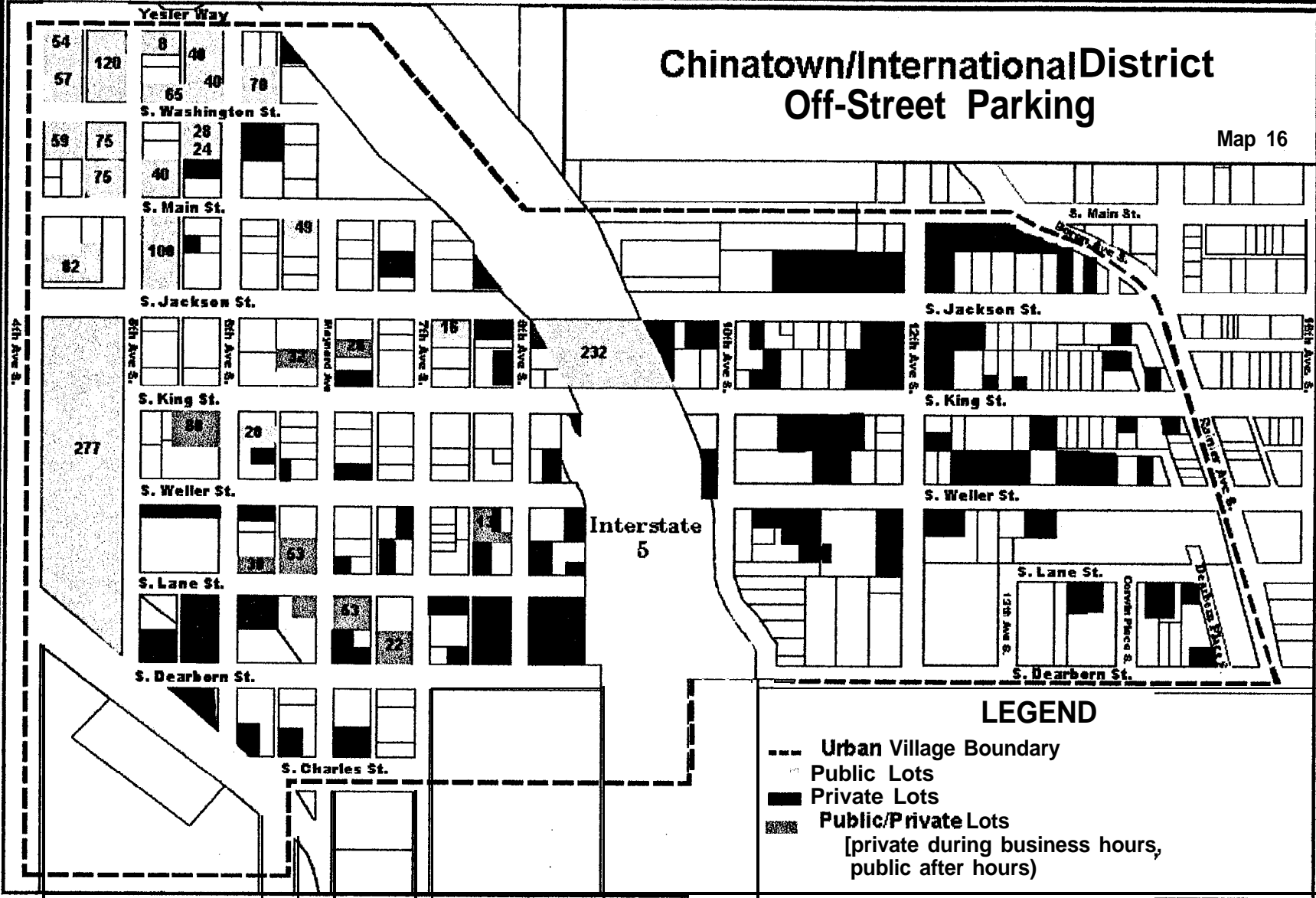
Chinatown/International District On-Street Parking

Map 15



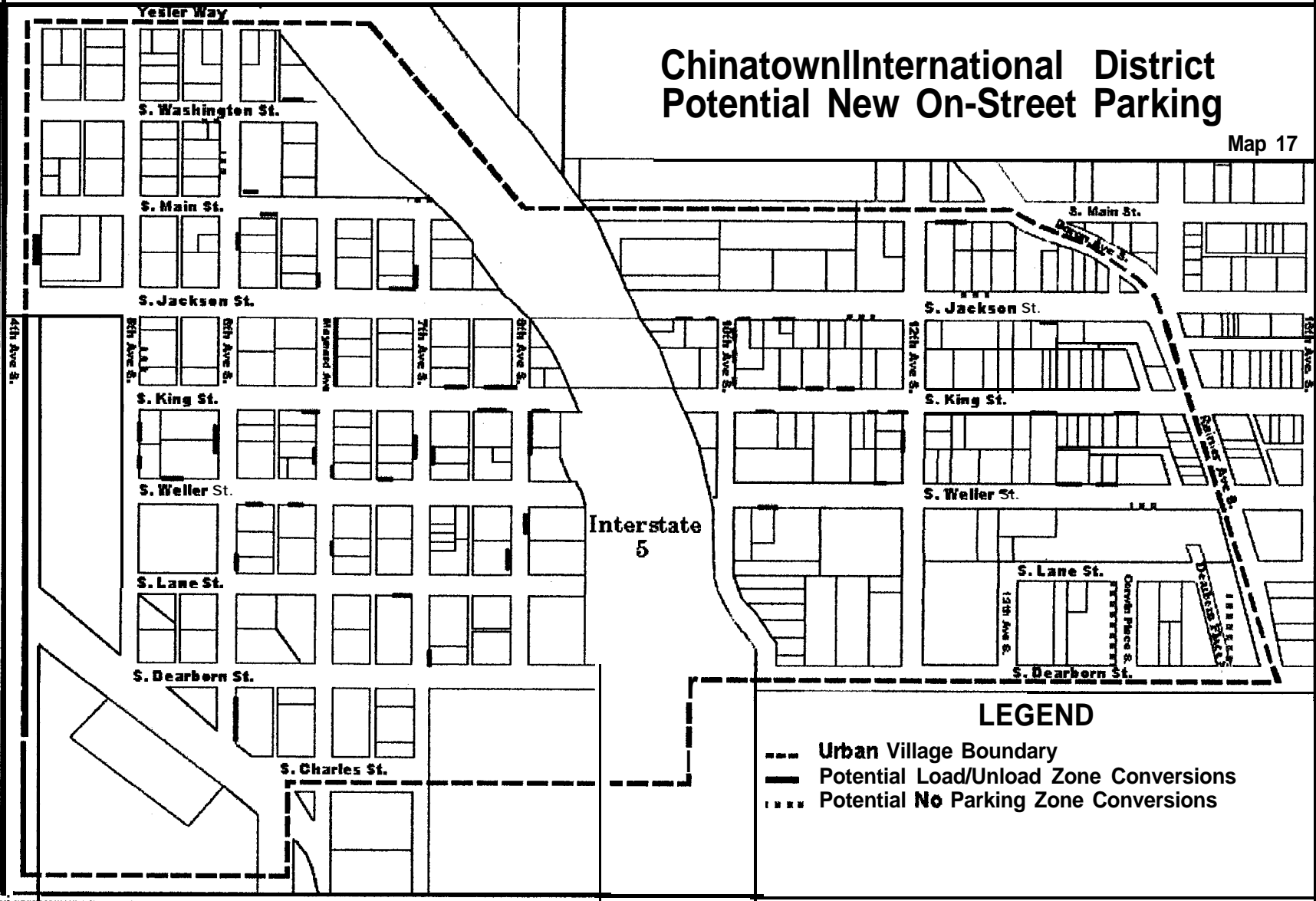
Chinatown/International District Off-Street Parking

Map 16



Chinatown/International District Potential New On-Street Parking

Map 17



Example of Multi-Level Parking Structure

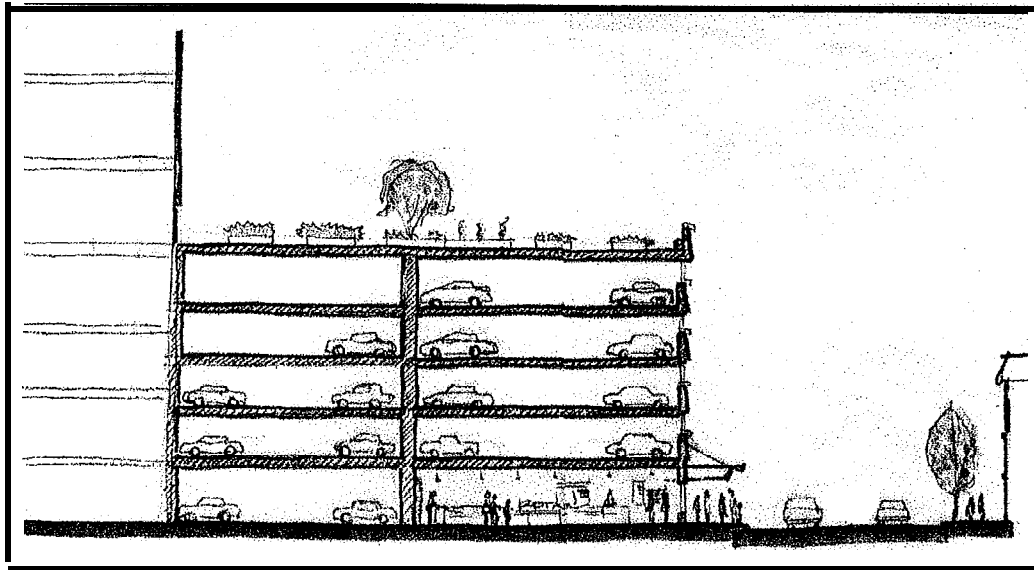


Figure 24 Multi-level Parking Structure with Retail Storefronts

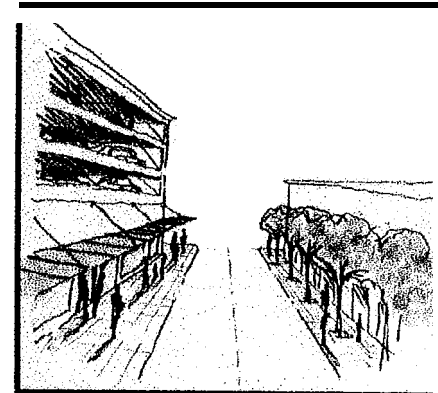


Figure 25 Street View

Chinatown/International District Strategic Plan

Parking Statistics

- Overall: 90% on-street parking utilization on weekdays and weekends.
- Off-street: 50 - 95% on weekdays, 0 - 25% on weekends.

Figure 26 CURRENT PARKING SUPPLY		CURRENT PARKING DEMAND			
Type Of Parking	Number Of Spaces	On-Street Parking		Off-Street Parking	
On-street parking		Weekday afternoon	Weekday evening	Weekday afternoon	Weekday evening
free and unrestricted	510	employee 45%	employee 20%	employee 88%	employee 58%
2-hour free	125	customer 45%	customer 50%	customer 6%	customer 28%
4-hour free	35	resident 5%	resident 3%	resident 1%	resident 10%
1 -hour free	10	res. visitor 1%	res. visitor 11%		
2-hour meter	325	other 4%	other 16%	other 5%	other 4%
1-hour meter	40				
15 or 30 minute meter	55				
loading/unloading zones	150				
Off-street parking					
public lots, all hours	1,416				
public lots, evenings	301				
TOTAL	2,997				

Source for Parking Demand: South Downtown Transportation Study, David Evans & Associates, 1994.

Figure 27 FUTURE PARKING SUPPLY	
Current Parking Supply	2,997
Subtract Potential Conversions	-1,110
Future Development Projects	
Uwajimaya	278
ID Village Square	100
Nikkei Manor	95
Union Station	1,100
King Street Station	160
King Street Center	361
5 th & Yesler	86
Fujisada	20
Football Stadium	3,100
Baseball Park	1,525
TOTAL	1,887

Chinatown/International District Strategic Plan

Addendum

The draft Chinatown/International District Strategic Plan was completed on June 15, 1998. Following Plan completion, a lo-week outreach effort was initiated to elicit community input and feedback on the draft recommendations. This addendum to the Plan is the result of that outreach work and includes:

- **Changes and additions** to Plan recommendations in each of the five Plan sections: Implementation, Cultural and Economic Vitality, Housing, Public Spaces, and Accessibility,
- **Prioritization of Plan strategies** for implementation, based on community input, and
- **a Summary of Outreach Activities** completed throughout the planning process.

Implementation

- **Organizations listed as participants** in implementation of each Plan recommendation should not exclude new organizations that might be created after approval of the neighborhood plan is completed and adopted.
- **Quantifying goals** laid out in the Plan--As part of the neighborhood plan approval process, recommendations will be tracked in a database kept at the City, and can be used to provide performance indicators for plan implementation.
- **Specifying steps for implementation-During** the plan approval process, a structure is being developed to designate different community organizations and City departments to serve as leads and participants for plan implementation. In addition, this addendum includes a prioritized list for implementation of the key plan strategies.
- **Point of clarification on maps-The** maps in the Strategic Plan show the I-5 freeway passing through the neighborhood. The overpass extends from north to south, with South Jackson, South King, and South Dearborn as the streets that pass through underneath I-5.

Cultural and Economic Vitality

Action Strategy	Participants	Timing/Cost Est.
<i>Add to "Marketing" strategies, p. 8:</i> <ul style="list-style-type: none"> work with owners to decide feasibility of offering discounts from local businesses on event days for visitors with ticket stubs. install a 'Welcome' sign on I-5 freeway to encourage greater volume of visits. 	<ul style="list-style-type: none"> (same as listed in Plan, p. 8). 	<ul style="list-style-type: none"> 2-3 years
<i>Add to "Business Improvements" strategies, p. 8:</i> <ul style="list-style-type: none"> vending on sidewalks to improve pedestrian environment, especially on event days. 	<ul style="list-style-type: none"> BIA, InterIm, CAP. 	<ul style="list-style-type: none"> 2 years
<i>Add to "Night-time Activities" strategies, p. 9:</i> <ul style="list-style-type: none"> offer community movie nights and monitor success as a regular community activity. 	<ul style="list-style-type: none"> InterIm, Wing Luke, BIA, NWAAT. 	<ul style="list-style-type: none"> 2 years

Housing Diversity and Affordability

The community has traditionally provided housing for low-income residents but seeks to **diversify** housing in the future, to include more moderate income as well as family housing units. With this objective in mind, the community is focusing on the following housing growth targets:

2014 Target Units:	3,222 (Comprehensive Plan targets)	Income Level	Units	% of total
1997 Current Units:	2,060	less than 50% median	232	20%
Gap in Units:	1,162	50 - 80% median	349	30%
		80 - 120% median	290	25%
		above 120% median	290	25%
		Total	1,162	100%

Action Strategy	Participants	Timing/Cost Est.
<i>Add to "Housing Rehabilitation" strategies, p. 16:</i> <ul style="list-style-type: none"> consider potential support for housing rehabilitation through Habitat for Humanity involvement and sweat equity programs. 	<ul style="list-style-type: none"> City, SCIDPDA, InterIm 	<ul style="list-style-type: none"> 2-3 years

Safe and Dynamic Public Spaces

Action Strategy	Participants	Timing/Cost Est.
<p>Add to “Public Safety” strategies, p. 22:</p> <ul style="list-style-type: none"> examine and resolve safety and sanitation issues at Dearborn/I-5 near Village Square. graffiti problems: add to Facade Improvement Program element to provide graffiti-proof coating; support outreach on graffiti reporting. regularly monitor for burned out street lights and report to City for maintenance. install decorative fence or other device to curb transients at Aileen’s of China. 	<ul style="list-style-type: none"> BIA, CAF, IDVS, OED, SPU. 	<ul style="list-style-type: none"> 1-2 years
<p>Add to “Pedestrian Circulation and Amenities ” strategies, p. 22:</p> <ul style="list-style-type: none"> install portable toilets in critical locations including: Metro lid, near Freeway parking lot, Children’s Park and Kobe Park; community input on design. coordinate community consensus and steps to develop plaza over Metro lid as an open air market and pedestrian space. 	<ul style="list-style-type: none"> BIA, InterIm, CAP, Parks Dept. BIA, InterIm, Metro, Parks Dept, Nitze-Stagen. 	<ul style="list-style-type: none"> 2 years 3 years

Accessibility

Action Strategy	Participants	Timing/Cost Est.
<p>Add to ‘Autos ’ strategies, p. 32:</p> <ul style="list-style-type: none"> look at feasibility of opening 10th Ave. between Jackson and Dearborn to provide access between I-5 and Jackson. 	<ul style="list-style-type: none"> InterIm, SeaTran. 	<ul style="list-style-type: none"> 3+ years
<p>Add to “Parking” strategies, p. 33:</p> <ul style="list-style-type: none"> develop Residential Parking Pass system, to help maintain residential parking as on-street spaces are converted to meters or 2-hour spaces. install no parking sign at curb cut on Main Street in front of Community Gardens to increase visibility of the curb and reduce incidents of towing illegally parked cars. 	<ul style="list-style-type: none"> InterIm, Merchants Parking, BIA, SeaTran. 	<ul style="list-style-type: none"> 2 years